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CENTRAL INTELLIGENCE GROUP
 INTELLIGENCE REPORT

COUNTRY USSR

Document No. 004

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NO CHANGE in Class. ☐INFO. SUBJECT Soviet Air Base ☐ DECLASSIFIED

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SUPPLEMENT

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Date: 22 March 1978 By: 027

Attachment: Appendix sketches
(5 pages)

25X1A6a  Comment: Although the information contained in this report is not of recent date, it is considered that the details supplied on exact locations of previously reported air bases, together with topographical details of a permanent nature, may be of value.)

1. General: The airfields of the Soviet Air Forces are conspicuous for the absence of hangars and other service structures usually present. During the war, however, many Soviet air bases had to accommodate several hundred aircraft and it was found impossible to build hangars on each airfield for such a large number of planes. For this reason, in the construction of Soviet bases, emphasis was mainly on the layout of the field proper, although some fields had small repair shops. No underground hangars were observed, as a rule the planes were parked either in individual crates or, more often, in simple excavated shelters. Camouflage was frequently used.
2. Information on the following air bases is submitted:
 - a) Kolomea (25° 3' - 48° 30'). The airport, situated 8 km east of the town along the Cernauti-Lwow railroad line, is 1200 meters from east to west, and 1000 meters from north to south. It was constructed by the Germans around the end of 1944. The airfield has no concrete runway but the ground surface is hard and suited for heavy airplanes. Near this field the railroad from Korösménzó (24° 25' - 48° 15') joins the main rail line to Lwow.
 - b) Stanislavov (24° 42' - 48° 48'). The airport is located about 150 km south-southeast of Lwow on the railroad line to Cernauti. Inasmuch as it is only 900 m x 600m, it is suited only for fighter planes or other light aircraft. The airfield has two hangars and three barracks buildings. Base lines of the hangars are 40m x 25m. The ground surface is suitable for landings of medium and heavy aircraft but the proximity of the Carpathian Mountains and consequent bad visibility hinder extensive use of this field by large planes.

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DADSO		FBK		FBV		SPDS		R DEP.	
EXEC.		FBL		FBX		SPDT		CFCB	
CONTROL		FBN	X	FBZ		SCO		CTRB	
PLANS	X	FBP		SPDA		TRB	X		

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- c) Proskurov (26° 58' - 49° 25'). The airfield is located 130 km east of Tarnopol immediately next to the railroad station of Proskurov along the Iwów-Odessa line. The size of the field, 1500m x 1200m, makes it suitable for both fighters and bombers. The surface of the field is excellent but there are no concrete runways. Two wooden hangars, each 50m x 30m, can accommodate only fighter planes with a small wing-span.
- d) Vinnitsa (28° 25' - 49° 12'). The airfield is located just north of the Tarnopol-Odessa railroad line along the Zmerinka-Kiev railroad line; it is approximately 200 km southwest of Kiev and 6 km to 8 km east of the town of Vinnitsa on the concrete road to Uman. Construction of the airport was initiated by the Germans, who withdrew from the area before completing the project. The field is about 800m x 650m and has only a dirt runway. It has two wooden hangars, 50m x 25m, with doors on either side. Between the hangars and the highway there are 6 to 8 three-story buildings which served as billets, offices and lecture halls for the German Air Force. Behind Hangar #2 are smaller structures which housed the airfield administration and weather station. There is no obstacle to flying in the immediate vicinity of the airfield, the antenna of the Vinnitsa Radio Station being far enough removed so as not to obstruct night landings and take-offs.
- e) Kiev (30° 30' - 50° 25'). The Kiev airport is situated on the southeast side of the city. The field is about 1200m x 1000m in size and has a concrete runway 800m x 50m which can accommodate bombers. There are four hangars 60m x 30m, and one repair shop. In addition, four one-story buildings and one two-story building were used as offices and billets. The airfield is well situated in flat, open country, and there are no flying obstacles. Road and railroad connections are adequate.
- f) Konotop (33° 12' - 51° 12'). This field is located along the Kiev-Kursk railroad line, midway between the two towns and close to the railroad station of Konotop. It was built for fighter planes and trainers. About 1200m x 1500m in size, it has no concrete runway but the ground surface is excellent and suitable for heavy planes. The field is organized to handle heavy traffic in all types of planes. The airfield has a capacity of several hundred airplanes and is able to house about 3000 Air Force personnel. Six hangars are set up along the north and east edges of the airfield, each with a base of about 1200 square meters. Billets, lecture halls, a theater and the administration buildings are on the east side of the field.
- g) Kursk-East (36° 12' - 51° 35'). (Kursk is the center for two airfields.) This field was one of the main bases of the Soviet Air Forces during the war and was subjected to continuous raids by the Germans. It is situated on the high plateau northeast of the town and is about 1500m x 1300 m in size. There are two concrete runways running at right angles, each of which is 800m x 60 m and in excellent condition. On the western edges of the airfield are four hangars, each with a base of 1500 square meters. Behind the hangars are apartment buildings. The lack of flying obstacles on the high plateau and the excellent concrete runways enable the field to handle flights of every type on a 24-hour basis.
- h) Kursk-West. The airfield construction at Kursk-West was begun prior to 1941 and was incomplete at the time of Sub-source's observations. Originally it was intended to be a commercial airport and an outlet for the overflow military traffic at the Kursk-East field. The airplanes were parked on the open field, since no hangars were available. The field is about 1500m x 1000 m in size and is situated on a high plateau northwest of the town, where there are no flying obstructions. The ground surface permits landings by all types of planes despite the lack of a concrete runway. A small building on the north side of the airport houses the airfield administration offices.

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- i) Pervomaisk (Olviopol) (30° 56' - 48° 5'). The airfield is located about 200 km north of Odessa on the shores of the Bug River. It was built exclusively for military operations during the war, has no surface structures and is very well camouflaged. Since the airfield is situated about 50m above river level, the soil is dry, hard and suitable for landings by all types of airplanes. However, because it measures only 800m x 500m, nothing larger than medium bombers can use it. There are no concrete runways or hangars. There are no obstructions to flying in the vicinity of the field. On the north side of the airfield are a few small buildings for guards and for the airfield administration offices. Gasoline is stored in underground cisterns.
- j) Krivoi-Rog (33° 15' - 47° 55'). The field is about 2 km from the large Krivoi-Rog Iron Foundry. It extends about 1500 m to 1700 m from east to west and 1000m to 1300m from north to south but was not entirely completed as of the observation date. Runways are of mosaic-like concrete sections and enough space was left between the two runways to accommodate a bomber group. Sub-source believes that the Soviet engineers who laid out the field had planned for the runways to extend the full length of the field, although by 1943 no appreciable progress had been made on the north section. The foundations of several large buildings had been laid on the south side of the field. Nearby a large labor camp housed Polish forced laborers who worked at the field. Northeast of the air base a new highway was under construction in 1943; other roads in the vicinity are scarcely passable during the fall and spring rainy seasons. A railroad spur runs directly into the field.
- k) Dniprodzerzhinsk (34° 35' - 48° 30'). A small airfield, it is located on the southern shores of the Dnieper River about 40 km northeast of Dniepropetrovsk. The base has two hangars, 40m x 25m in size. The airfield which is 800m x 500m in size is situated some distance above the level of the Dnieper River. The ground surface is dry and well suited for medium-sized bombers. Because of deep crevasses bordering the field, the base cannot be enlarged. A single building houses the administration offices and Air Force personnel billets. Roads in the vicinity are poor.
- l) Dniepropetrovsk (35° 0' - 48° 23'). The air base is situated immediately south-east of the town. A small field, only 600m x 500m in size, it is used only for emergency landings. Landing is obstructed on the southwest by a high-tension cable. The field itself is hardly above the level of the Black Sea and consequently is frequently closed in by heavy fog. Two hangars, 30m x 20m in size, and a few small barracks are the only buildings Sub-source observed. This base cannot be enlarged because of topographical features of the area. The base has no concrete runway but its sandy surface is suited for landings and take-offs of airplanes of medium weight. Roads in the vicinity are generally bad with the exception of the sandy road leading to Nikopol which is always passable.
- m) Stary-Oskol (37° 50' - 51° 18'). The field is situated 150 km southeast of Kursk and 3 km north of the town of Stary-Oskol along the shores of the Oskol River. The field is 1500m x 1500m in size and permits landings by every type of airplane. The runway begins at a wooded area, is 800m x 60m in size and branches off into two narrow roads along the borders of the woods in such a way as to permit the planes to roll out to the runway from the well-concealed crates. Gasoline and technical supplies are hidden in log buildings in the woods. Sub-source noted that this field is typical of most Soviet Air Force bases, in that it has no surface structures. Its runway is made of rust-colored gravel which blends in with the soil of the river bank.

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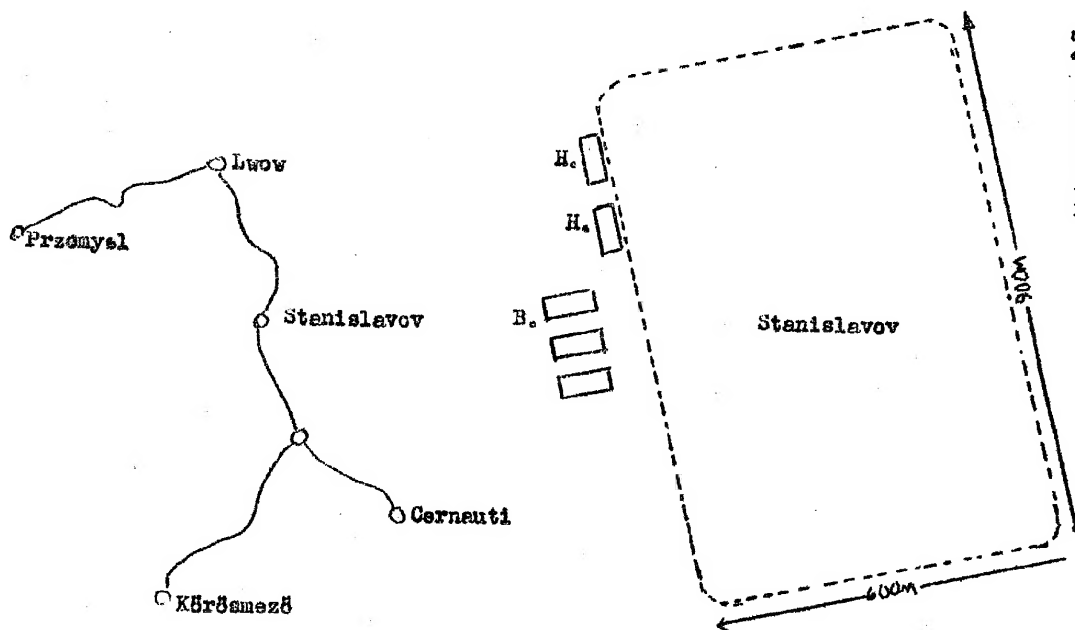
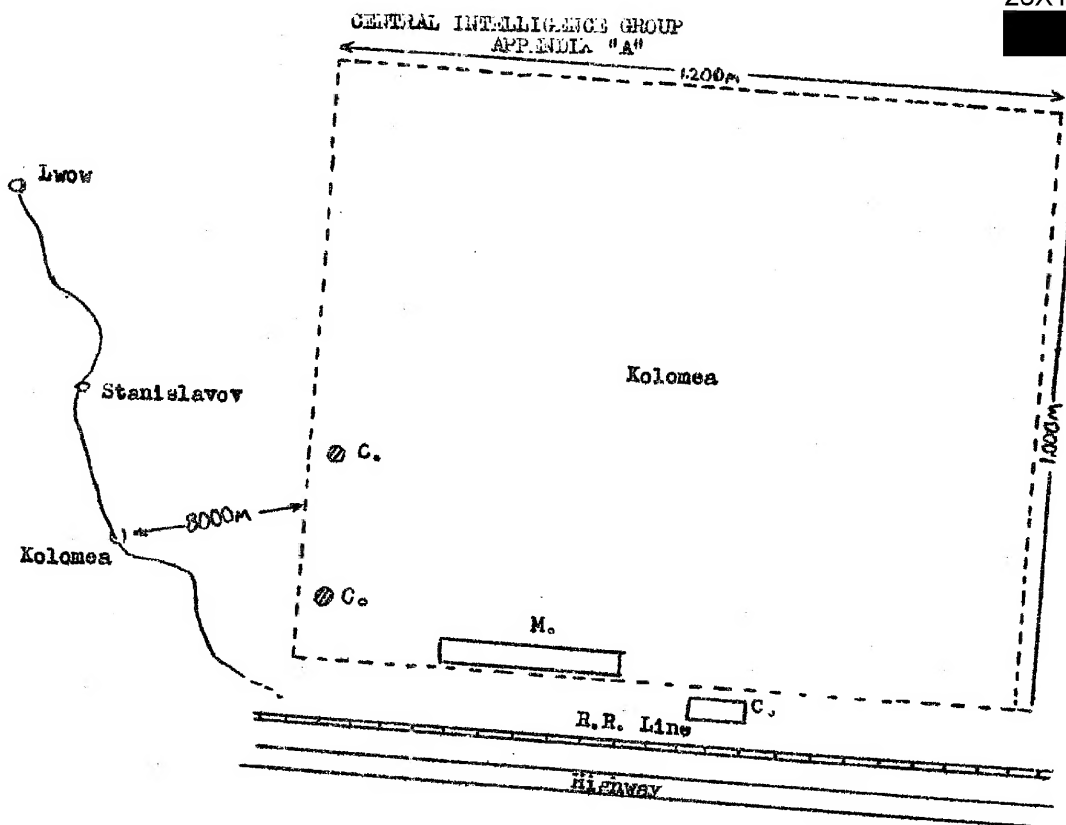
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- n) Kastornaya (28° 12' - 51° 45'). The field is located 50km to 60 km west of Voronezh, and north of Stary-Oskol along a secondary line of the Moscow-Voronezh-Charkov railroad line. The field is estimated at about 1500m x 1500m and can accommodate both fighters and bombers. There is no concrete runway. The airfield is situated immediately next to the railroad, and hastily improvised structures along the railroad served as billets for personnel and administration offices. The planes, gasoline, technical supplies, and cars were parked or stored in excavated shelters near the railroad.

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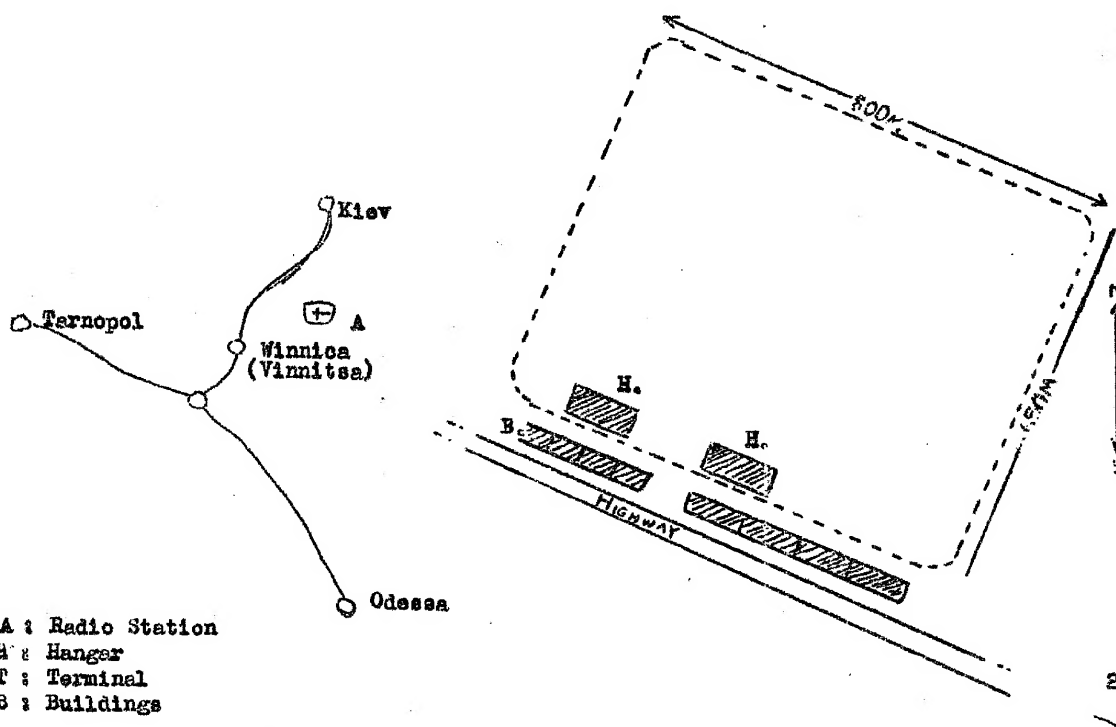
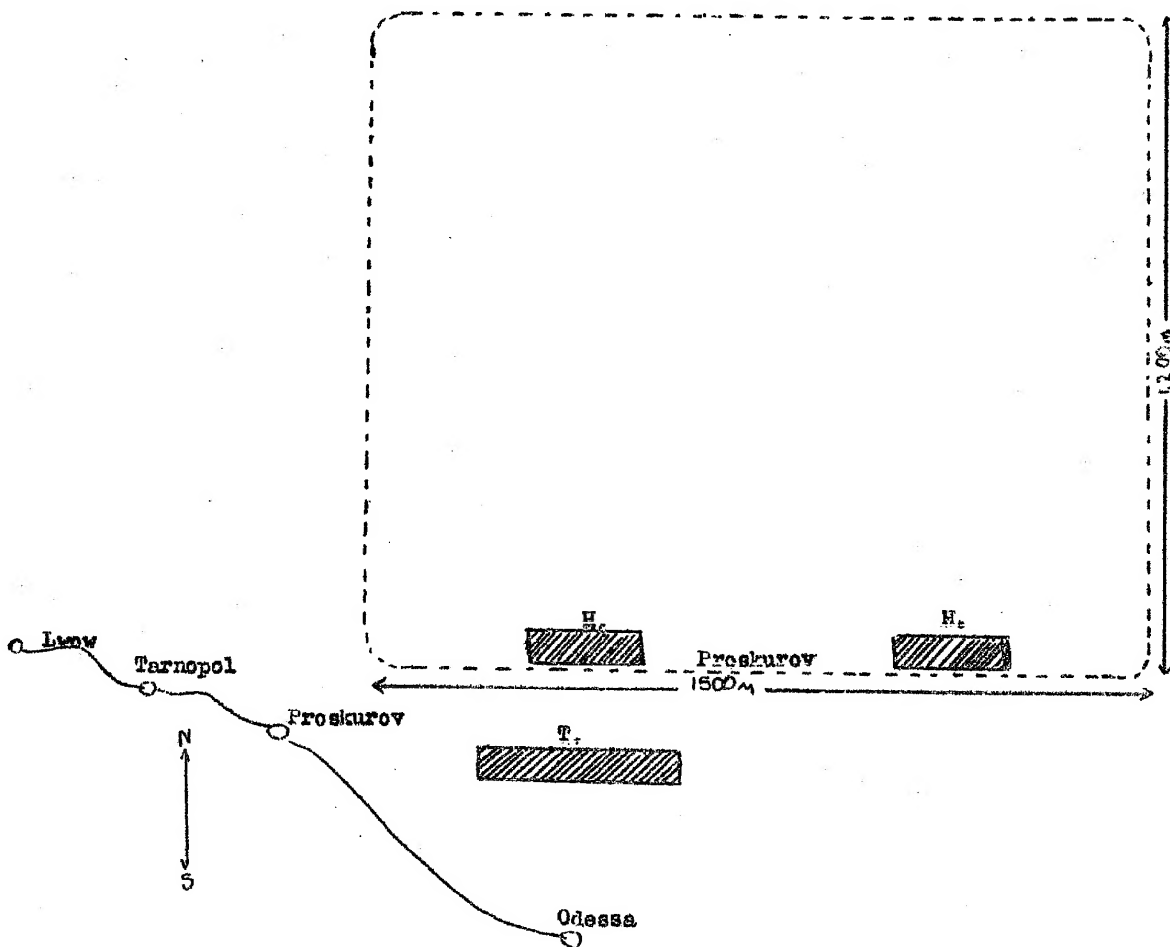


C : Cisterns
H : Hanger
B: Building
M: Building material

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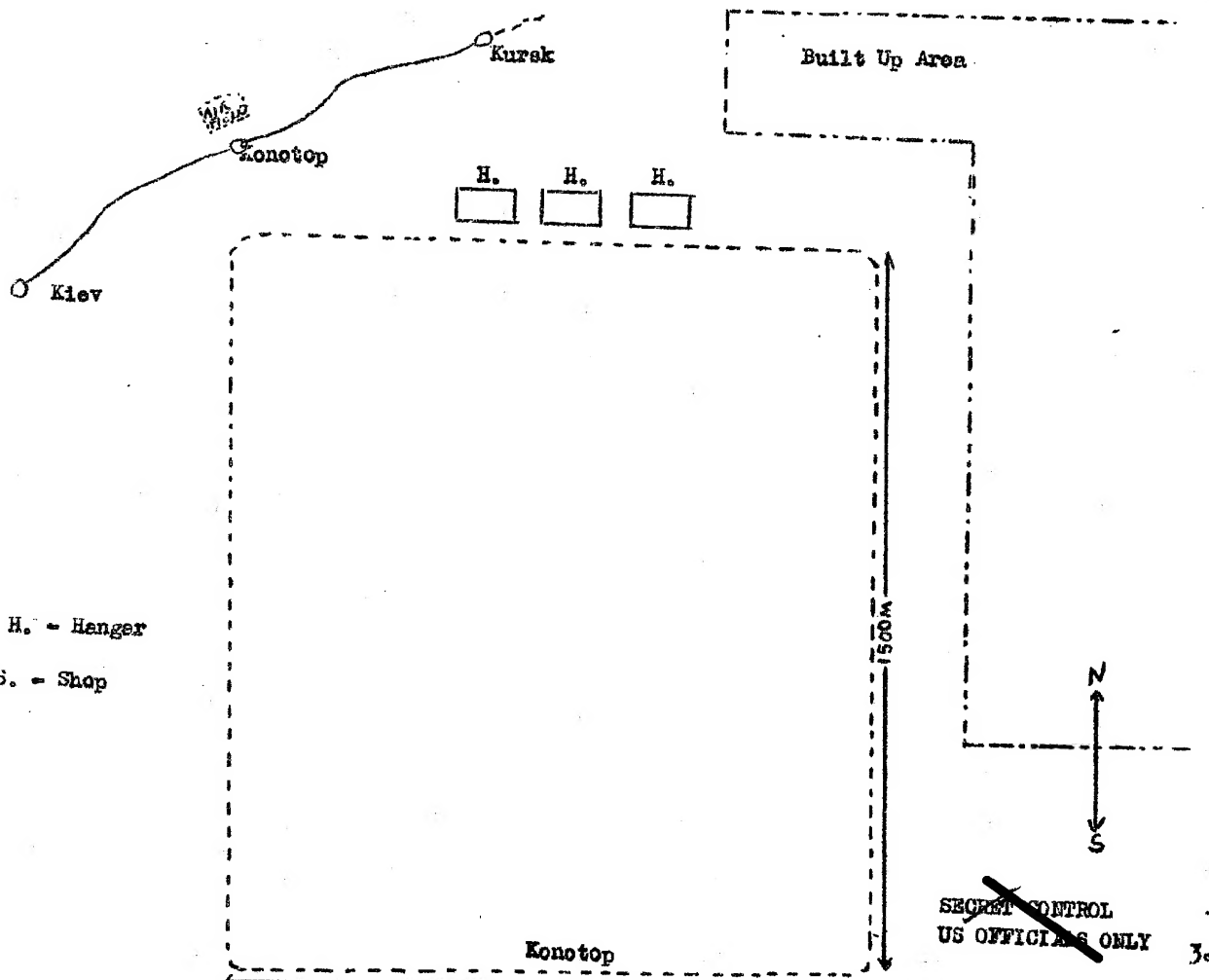
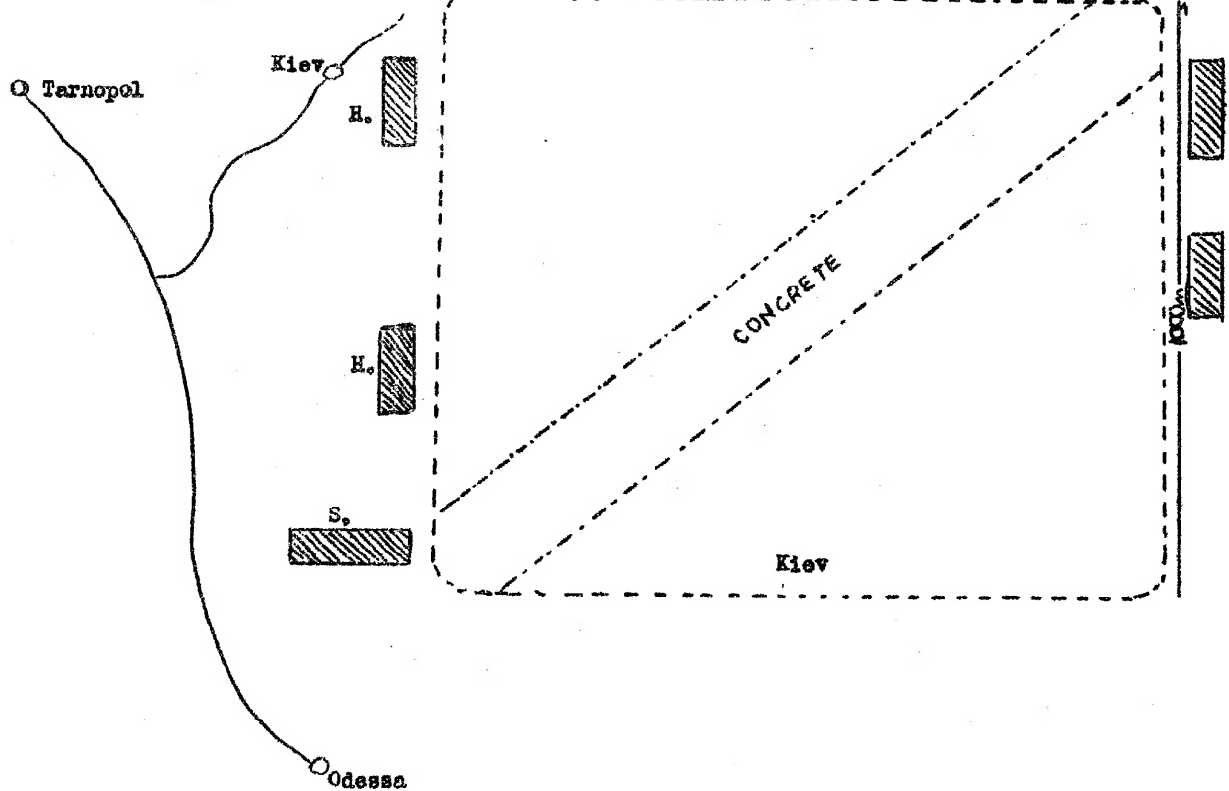
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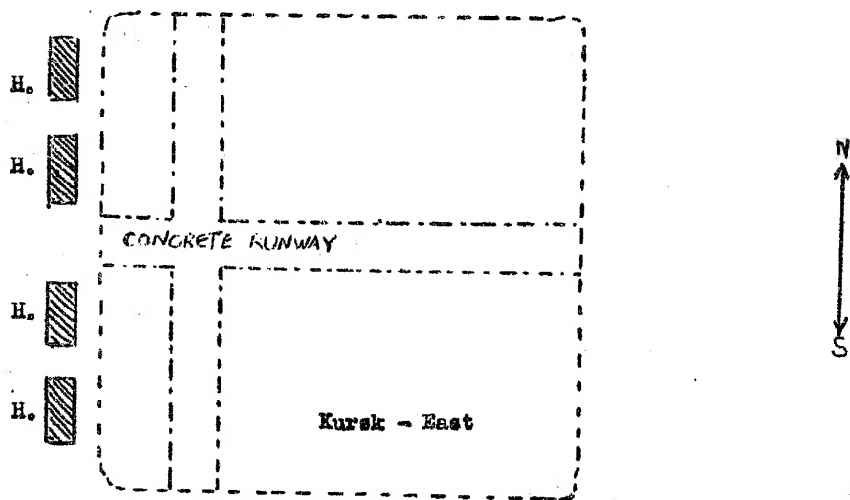
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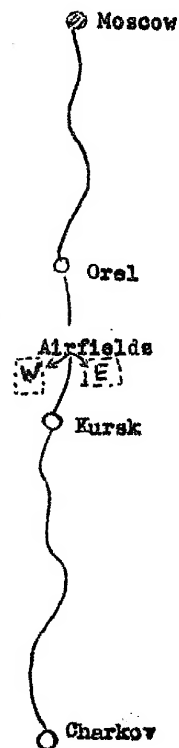
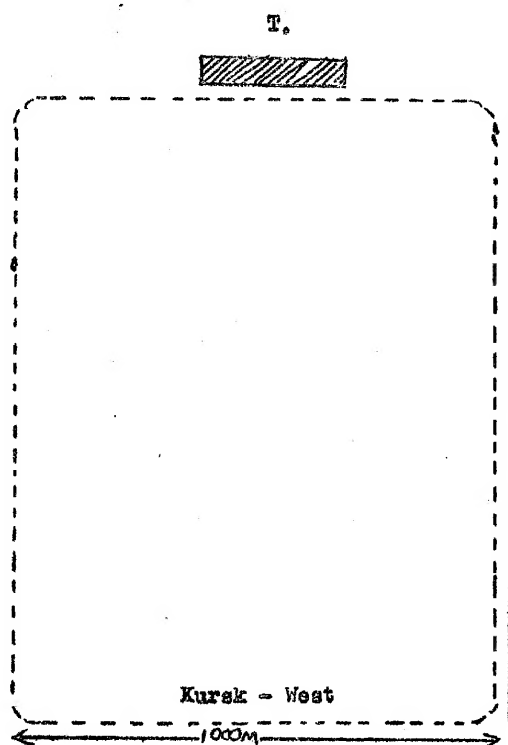
A : Radio Station
 H : Hanger
 T : Terminal
 B : Buildings

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● Kursk



H. - Hangar

T. - Technical Building

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